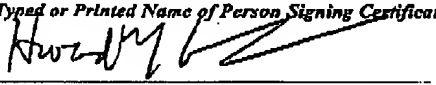


001/016

SEP 20 2004

<b>CERTIFICATE OF TRANSMISSION BY FACSIMILE (37 CFR 1.8)</b>		Docket No. <b>DN2000-179USA</b>	
Applicant(s): <b>Balter, et al.</b>			
Application No. <b>09/715,384</b>	Filing Date <b>November 17, 2000</b>	Examiner <b>Mathieu Vargot</b>	Group Art Unit <b>1732</b>
Invention: <b>POST CURE CORRECTION OF TIRE UNIFORMITY</b>			
<p>I hereby certify that this <u>Amendment</u>  <small>(Identify type of correspondence)</small></p> <p>is being facsimile transmitted to the United States Patent and Trademark Office (Fax. No. <u>703-872-9306</u>)</p> <p>on <u>September 20, 2004</u>  <small>(Date)</small></p> <div style="text-align: right; margin-top: 100px;"> <p><b>Howard M. Cohn</b>  <small>(Typed or Printed Name of Person Signing Certificate)</small></p>   <small>(Signature)</small> </div>			
<p><b>Note: Each paper must have its own certificate of mailing.</b></p>			

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SEP 20 2004

**PATENT****IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re : Application of Balter  
For : POST CURE CORRECTION OF TIRE UNIFORMITY  
Serial No. : 09/715,384  
Filed : November 17, 2000  
Group Art Unit : 1732  
Examiner : Mathieu Vargot  
Our Docket No. : DN2000179USA

September 20, 2004

By Fax 703-872-9306

**COMMISSIONER FOR PATENTS**

P.O. Box 1450

Alexandria, VA 22313-1450

**AMENDMENT**

Sir:

This is in response to the Office Action dated June 18, 2004 having a statutory period of response set to expire on September 18, 2004.

Please amend the referenced application as follows:

**IN THE CLAIMS**

Please amend claims 1 and 17 as follows:

1. (presently amended) Method of post cure correction of tire uniformity for a tire having beads, an axis of rotation, and a tread having an equatorial plane; the method comprising the steps of:

selecting the tire during a tire manufacturing process after the selected tire has been rejected by a tire uniformity test due to at least one tire uniformity defect;

providing a 360 degree circumferential tread restraint which holds the tread of the tire in an ideal tread shape, concentric to the axis of rotation and nominally perpendicular to the equatorial plane, wherein the ideal tread shape closely matches the ideal contour of the tread of the tire when inflated;

sealingly holding the beads concentric to, and equidistant from, the axis of rotation, and